Volume I

1998

WILLAMETTE SHORE TROLLEY
300

"OLD 300" - 1913 American Streetcar made by the American Car Company of St. Louis, Missouri. Owned and operated by the San Antonio Museum Association, San Antonio, Texas. The last operating streetcar in San Antonio, last run in 1933. Completely restored in 1981, now operates daily.
PUBLIC SERVICE COMPANY
300

ASTORIA RIVERFRONT TROLLEY
Astoria, Oregon
Old 300 is a beautifully restored 1913 Trolley. This
open Passenger trolley travels the length of historic
Astoria's waterfront with stops at riverside eateries
and viewpoints including Astoria's famous bridge that
crosses the mighty Columbia River and is the Highway
101 link to Washington State.
ASTORIA
ASTORIA RIVERFRONT TROLLEY
ASTORIA RIVERFRONT TROLLEY

1999

ASTORIA
300
ASTORIA RIVERFRONT TROLLEY

Trolley History

Old 300 was built in 1913 By the American Car Company of St, Louis, Mo., For the San Antonio Traction Co. in Texas. This group of cars was numbered 300 to 313 and had composite car bodies constructed from both wood and steel. Similar cars, 314-325, came from American Car in 1914 and had steel bodies. In 1917 the San Antonio Traction Co. became part of

The San Antonio Public Service Co. Streetcar service in San Antonio Officially ended April 29, 1933, though some cars remained in service occasionally through the July 4th weekend.

Car 300 was presented to the Witte Museum on Sunday, April 29, 1933 . The car was run onto the museum grounds under its own power and parked. (Witte Museum is the precursor, and an important part now, of the San Antonio Museum Assoc.) Old 300 was left outside, with little maintenance, until 1948. It then received housing and a superficial restoration, including filling rotted areas with plaster. Traction motors, air compressor, and resistors were loaned out to another operation during World War II and never returned. In 1968, after the San Antonio World's Fair, a Transportation Museum was developed at the downtown

fairground. Car 300was again placed on outdoor, unsheltered display until 1980, by which time it had a terminal case of rot.

The initial 1980-1981 restoration ultimately required the use of car body 311, which had been scrapped in 1933. It had been placed under a metal shed and served as a woman's residence until 1978, when she entered a rest home. Mrs. Rhoda Billings donated her home for restoration. 300's interior fittings and brass window sashes were used in this restoration. Broad-gauge New Orleans trucks and traction motors were acquired in Shreveport and "standard gauge," which means the wheels

were spaced 4'8 1/2" apart to fit on standard tracks. The original 4-foot gauge trucks are held by San Antonio Car Co. to place under another San Antonio car to be restored.

For about five years, Old 300 ran on the Willamette Shore Trolley line from Portland to Lake Oswego. Then for the next five years the trolley went to Gales Creek, where another restoration was begun and Old 300 ran at the Glenwood Trolley Park. The Glenwood Trolley Park was shutting down operations when the City of Astoria was made aware of the availability of Old 300. Old 300 was leased from San Antonio

for five years at $1 per year, and brought and brought to MERTS facility in December 1998.for restoration.

The most recent restoration of Old 300 was completed by an all-volunteer group of Astoria residents during the first five months of 1999. Considerable wood rot on one side below the windows was repaired. The Exterior canvas roof of the trolley was recovered, the interior bead-board ceiling installed, and the electrical systems repaired. The interior and exterior were painted. A diesel generator was acquired, and the generator

trailer fabricated. More than $20,000 was raised (and spent), and nearly 3,000 man-hours were donated.

Astoria purchased Old 300 in 2006 from the San Antonio Art Museum for $50,000. All repair maintenance is performed by volunteers and all Motormen and Conductors are Certified operators and volunteer their time.

The bank loans for the purchase of Old 300, and that of the "Trolley Barn" have been totally paid off using funds collected from ridership and donations made by the generous public and trolley buffs.

Old 300 has had the distinction of being ridden by President Teddy Roosevelt, General Eisenhower, Hap Arnold (head of the Army Corp. during WWII)and trolley fans of all ages.

As motormen and conductors, we all share a burden of responsibility not only for the safety of our passengers, but also for the continued preservation of

OLD 300.

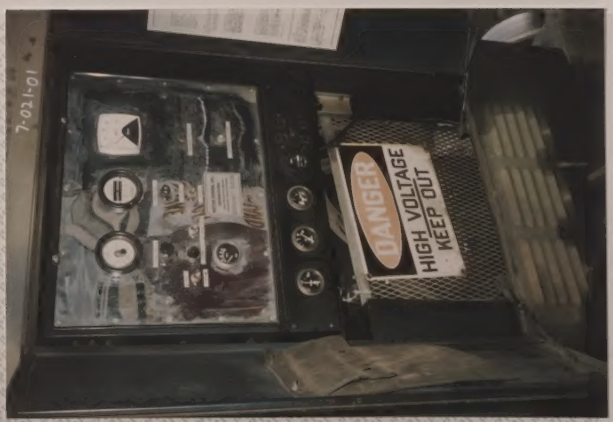
Memo

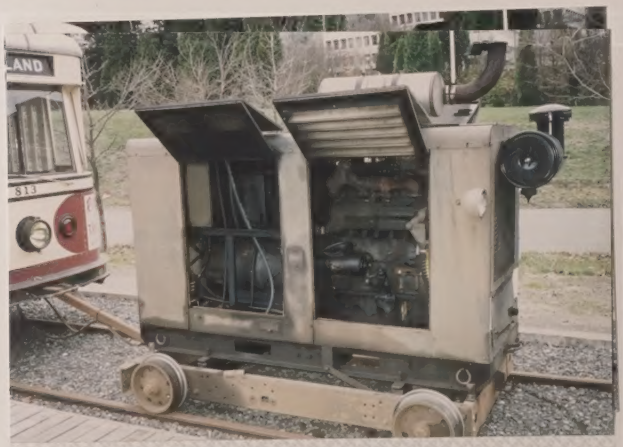
Memo

Memo

Memo

First they went to Portland to see what they had done with their trolleys and get an idea what was needed




LAND
813

PORTLAND

RIDE
THE
TROLLE
222-222

813

48

48

48

Then to the Glenwood Trolley Park to see Old 300.

Old 300, running strong, before we brought it to MERTS in Astoria.

Even our serious and hard working Mayor can act like a kid again on Old 300.

300

WILLAMETTE

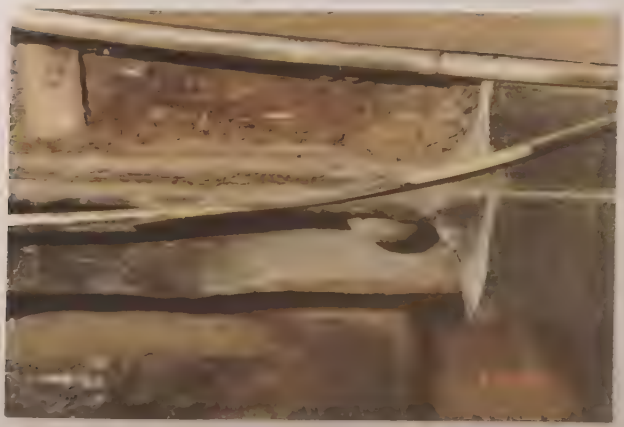
Coming to Astoria on flat bed trailer donated by Wilkins Construction.

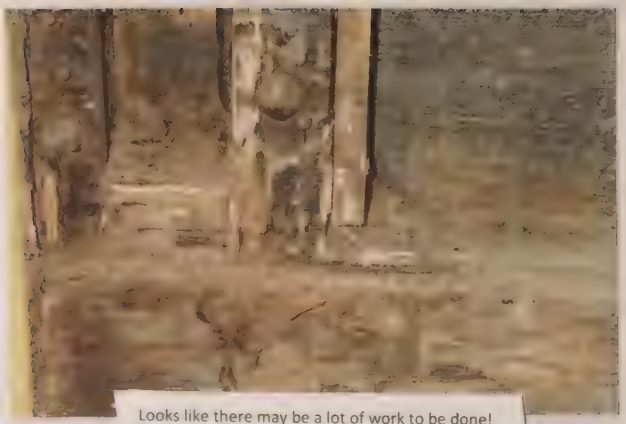
Once at MERTS, the extensive rot, and the hard work ahead, became apparent.

The woodworking team begins ripping out and replacing rotted wood.

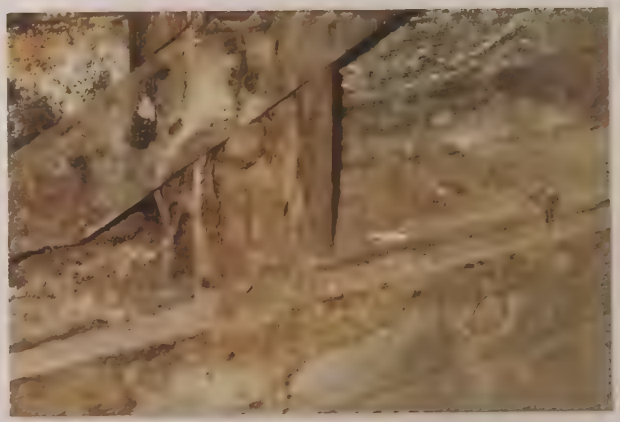
One entire side, underneath the windows, had rotted away to nearly nothing.

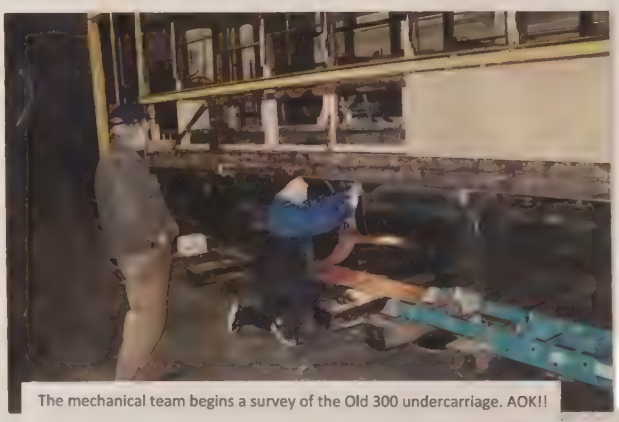
What a relief...This side of the car is in reasonably good shape. NO ROT!



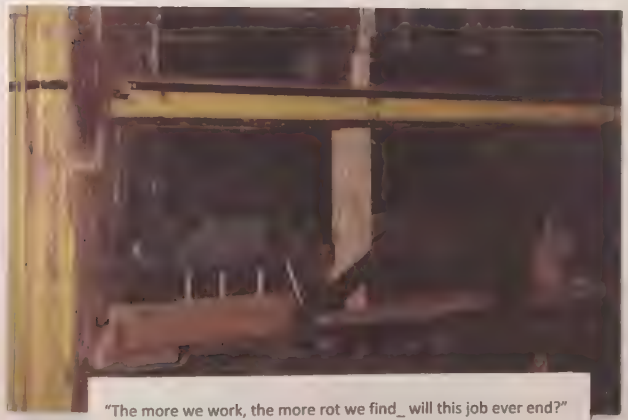


Looks like there may be a lot of work to be done!





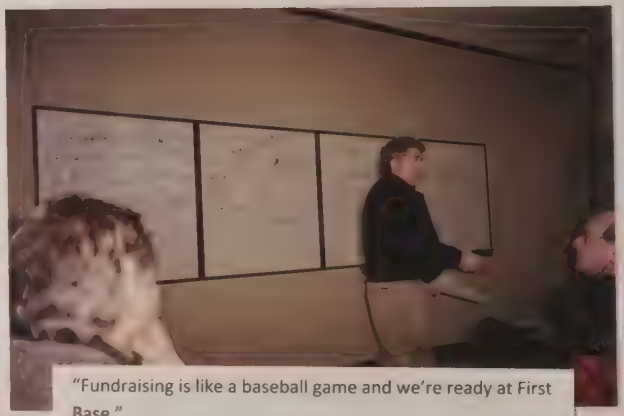
The mechanical team begins a survey of the Old 300 undercarriage. AOK!!



"The more we work, the more rot we find_ will this job ever end?"

Ed Overbay maps out a strategy for his fellow woodworking team members

Finally, the woodworking team sees light at the end of the (trolley) tunnel.



"Fundraising is like a baseball game and we're ready at First Base."

Even a skeptical English fishmonger can become a trolley enthusiast.

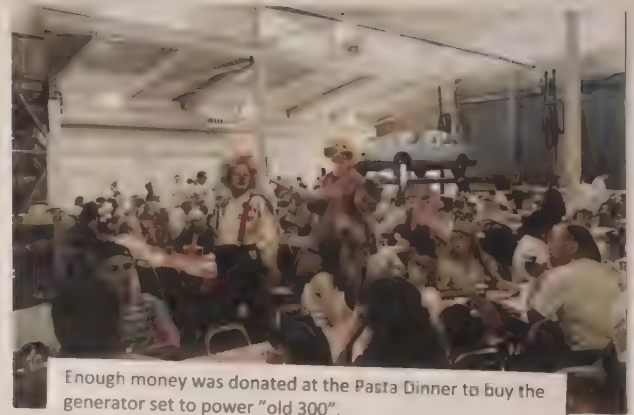
The Pasta Dinner team meets at Pier 11 to map out fund raising plans.

Serious head scratching occurs when great minds work toward a common goal.

Fine tuning the design for our generator trailer using digital technology.

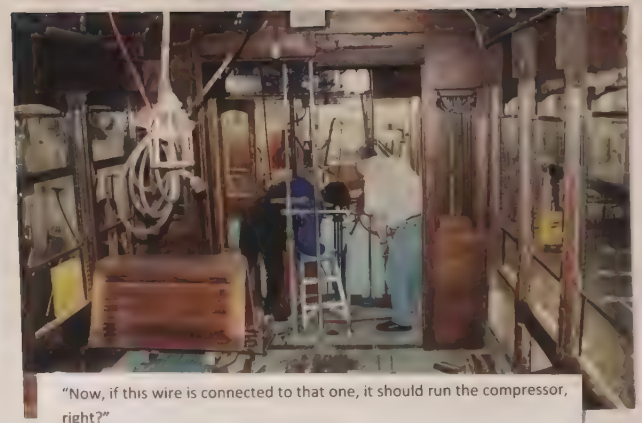
We had meetings, and then we had meetings to plan for more meetings.

Just Clowning around at our fun raising Community Pasta Dinner and Trolley Tour!



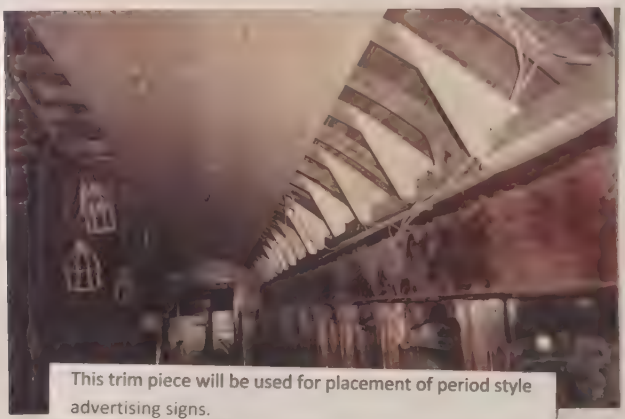
Enough money was donated at the Pasta Dinner to buy the generator set to power "old 300".

The Brownsmead Flats did some of the music.



"Now, if this wire is connected to that one, it should run the compressor, right?"

The electrical team had a real challenge figuring out the wiring, without a diagram.



This trim piece will be used for placement of period style advertising signs.

One of the plywood gussets used to hold the cherrywood upper trim piece.

"Let's see now, does the yellow wire connect to the blue or red one?"

SAN PEDRO

300

300

300

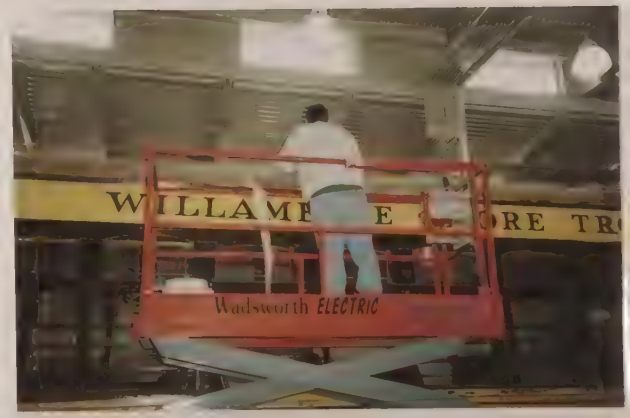
300

300

The new canvas is carefully fitted, stretched and tacked into place.

The scissor lifts provided by Wadsworth Electric made this work easier.

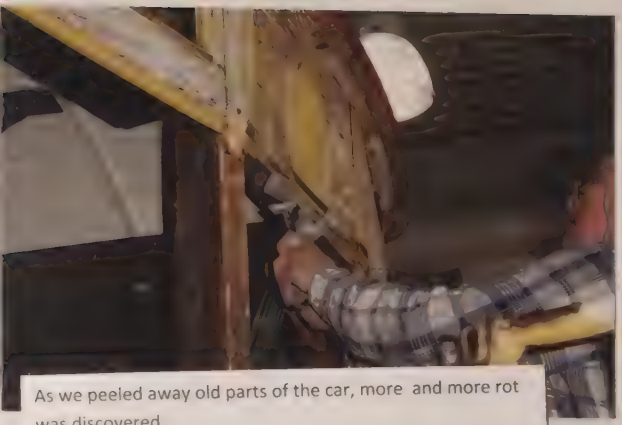
The roof team begins prep work for the placement of the Irish felt underlay.



300

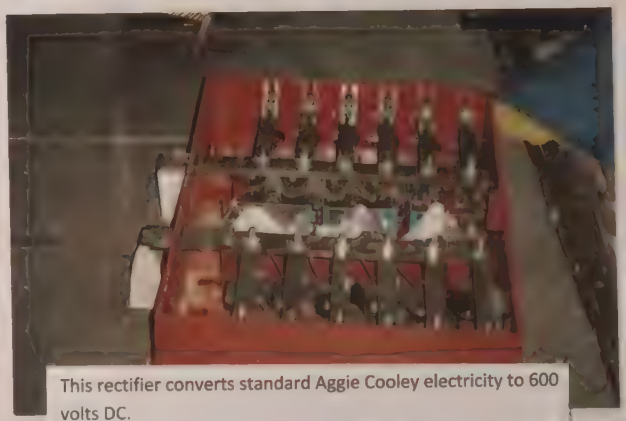
We then had to mill and fit new wood pieces to fit the original 1914 millwork.

"I don't know if they had plywood in 1914, but we we're using it anyway".

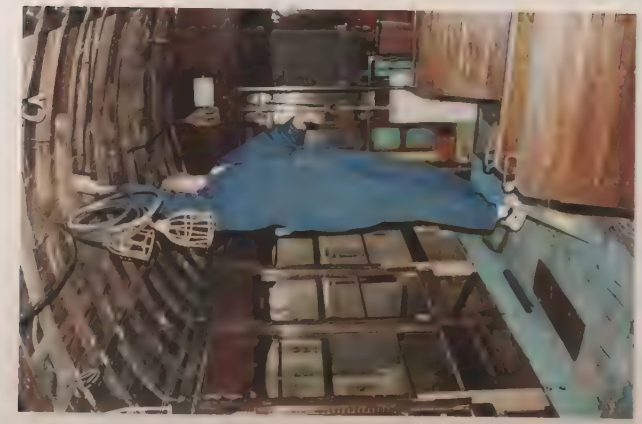


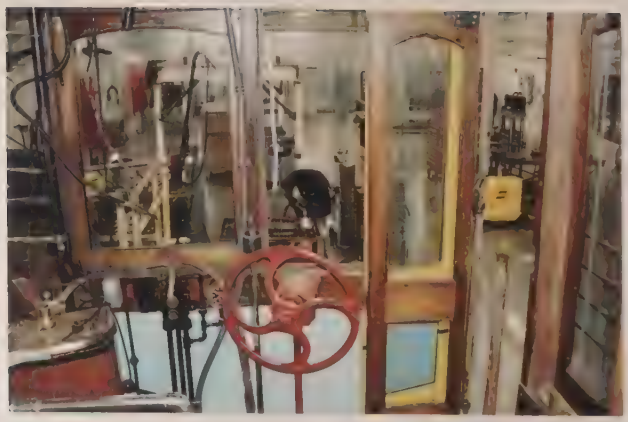
As we peeled away old parts of the car, more and more rot was discovered.

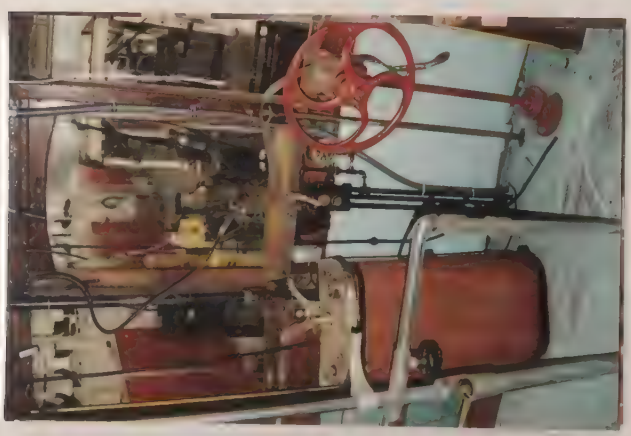
The old canvas roof was completely removed and replaced with new canvas.

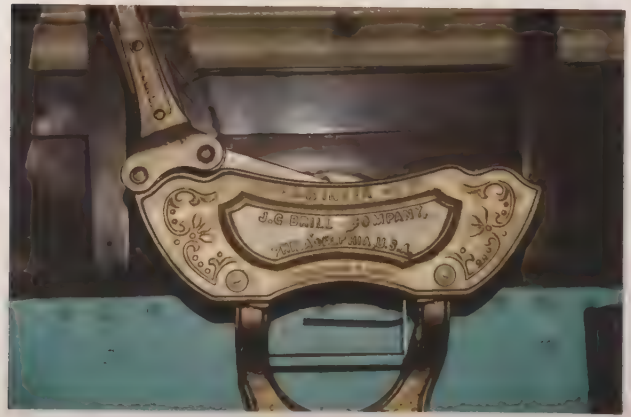


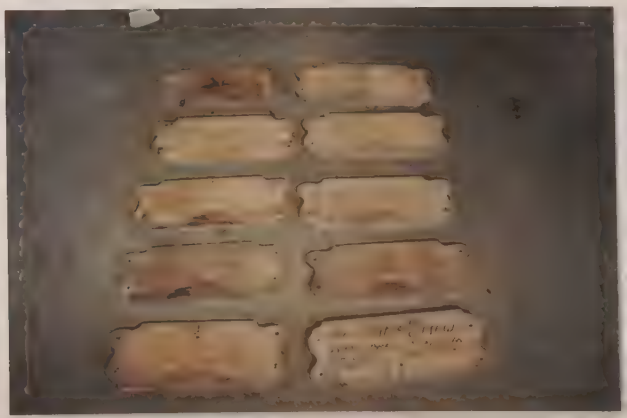
This rectifier converts standard Aggie Cooley electricity to 600 volts DC.



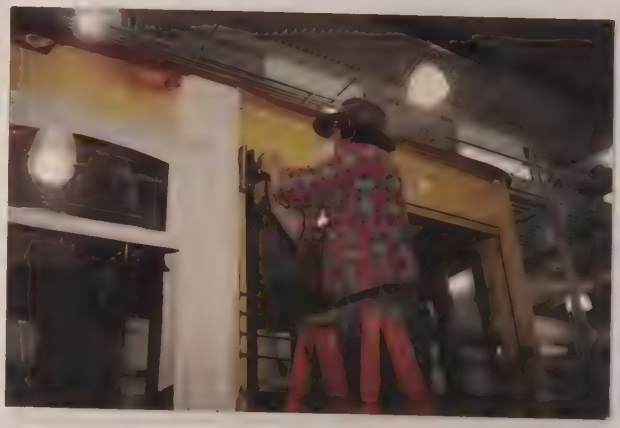





J.G. BRILL COMPANY,



The Painting Team begins to create a silk purse out of a beat up and ratty old sows ear.



WADSWORTH ELECTRA

SAN PEDRO

300

ASTORIA RIVERFRONT TROLLEY

On the road again finally! "Old 300"leaves on its way to the tracks on Astoria Waterfront.

"Old 300" preparing to leave its temporary home at Clatsop Community College MERTS.

Old 300 at work where it belongs, hauling locals and visitors, big and small, along the historic and beautiful Astoria waterfront. "It looks like it belongs there."

OUR DESIGNATED 15,000th RIDER
JACKIE WILSON, SALEM OR
AUGUST 23, 1999

2000

2001

Astoria Riverfront Trolley Barn Dedication Sat. Nov. 3, 2001

ASTORIA RIVERFRONT TROLLEY

ASTORIA

January – February

Time for Maintenance

Check and repair inside and outer side of car.

Check the tracks with the speeders.

Repair the rails that need it.

Clear the rails of weeds and debris

2002

Celebrating a new trolley stop at the Wet Dog Restaurant

RESTAURANT

RESTAURANT

2003

January – February

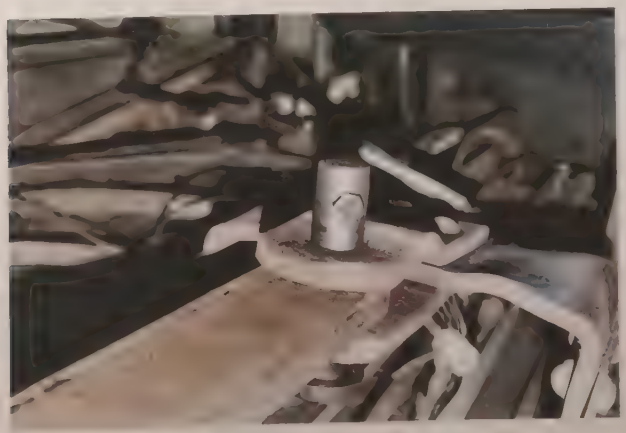
Time for Maintenance

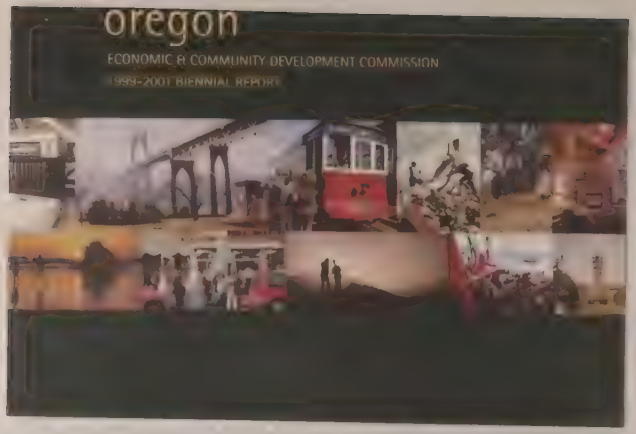
Check and repair inside and outer side of car.

Check the tracks with the speeders.

Repair the rails that need it.

Clear the rails of weeds and debris




oregon
ECONOMIC & COMMUNITY DEVELOPMENT COMMISSION
1999-2001 BIENNIAL REPORT

AL REPORT

ECONOMIC & COMMUNITY DEVELOPMENT COMMISSION
1999-2001 BIENNIAL REPORT

2004

2005

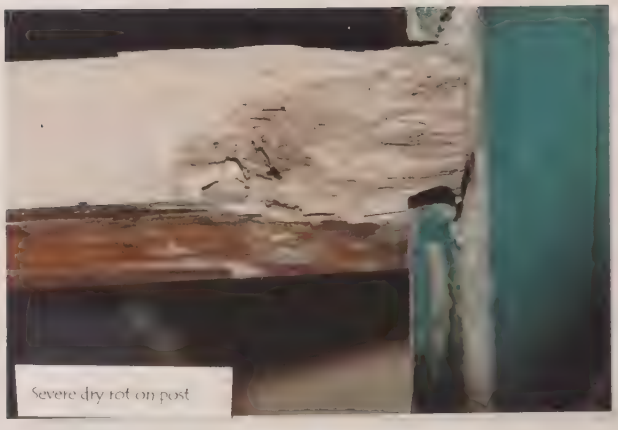
Children from Coryell's Crossing enjoying the ride.

2005

Speeders

Speeder Club visit Astoria

2006



Severe dry rot on post

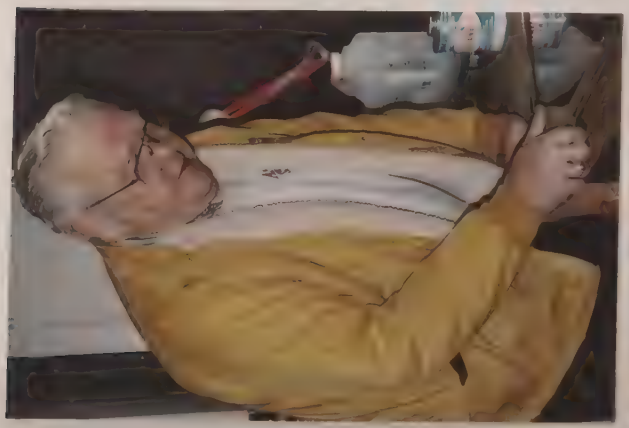
Dry rot removed from posts

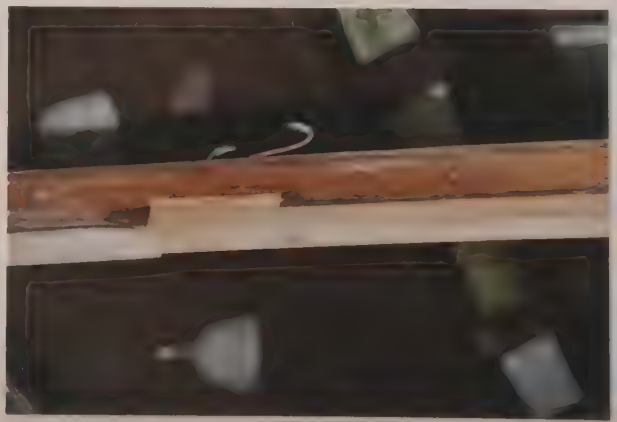
Interior trim and rachets

Upper end trim

Stewardess call button has been removed

Carl Abraham polishing window brass





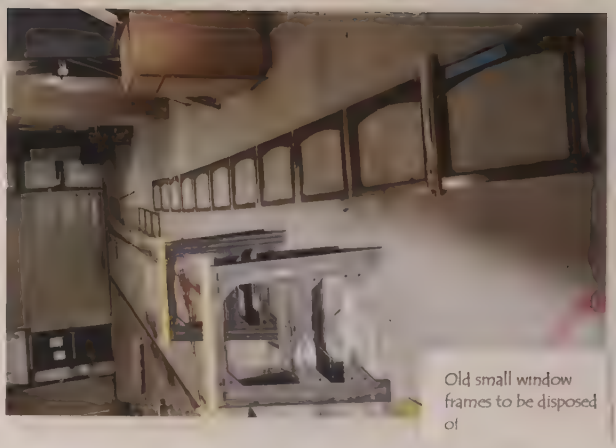
Dry rot removed, new wood to repair

Astorian reporter, Sandra Swain, interviewing Ken and Carl

Ken holding brass window seal

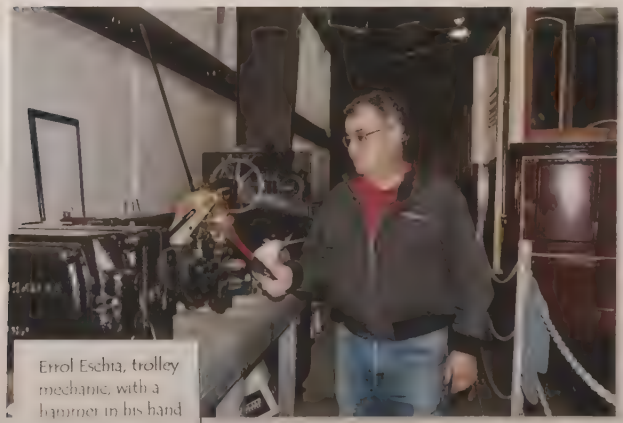
Wood replaced, new wood sealed

shiny brass waiting to be installed

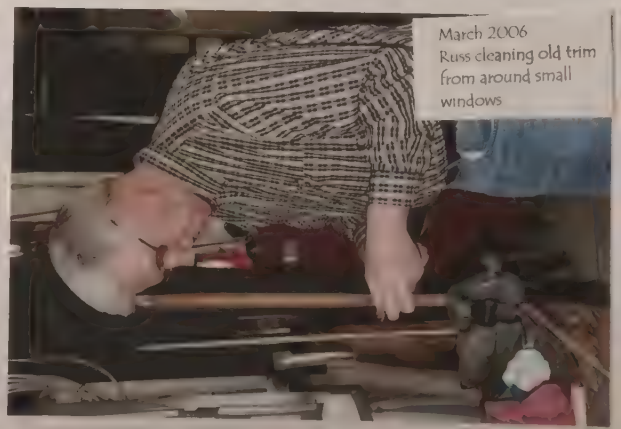


Old small window frames to be disposed of

New small window frames, crafted by Kevin, waiting to be installed



Errol Eschta, trolley mechanic, with a hammer in his hand

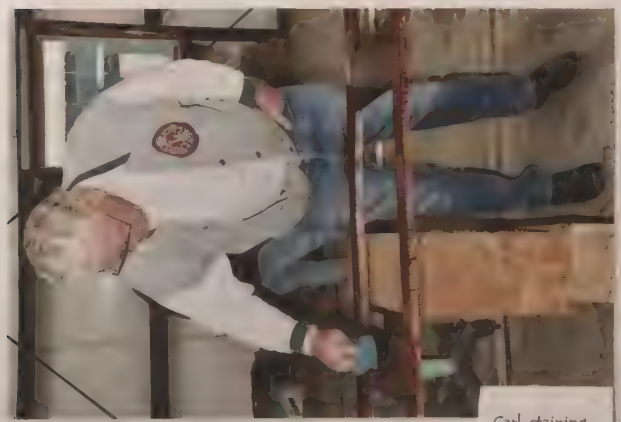


March 2006
Russ cleaning old trim from around small windows

Kevin showing Russ and Carl new window frames

Martin Adams spectating

Carl, Kevin, Russ and John inspecting stained window frames



Carl, staining

Russ wiping off excess stain

Carl, staining, Mitch Mitchum, explaining restoration process to Lori Assa, Astorian photographer and Sandra

Ken, Carl, and John checking fit on small frames

Russ staining new frames

New frame, stained

2007

Trolley Restoration

February/March 2007

It is of the utmost to all who love Old 300 (Astoria Trolley) that she be in pristine condition. The operations committee noticed extensive dry rot damage to the wooden framework around the small clerestory windows as well as the wood surrounding the large passenger windows. The committee recommended restoration to the Board of Directors. Kevin Palo was hired to do the work. He selected cherry wood to craft the frames around the clerestory windows and mahogany for the exterior wood frame on the passenger windows. The wood was sealed and /or painted by volunteers who also helped Kevin wherever needed. The volunteers contributed at least 1,000 hours to the restoration of the trolley. Those volunteers were Carl Abraham, Carlton Bear, Bob Carson, John Cheuvront, Ken Lockett, Loren Mathews, gene Mellott, Charles Ray Stan Stevenson, Russ Thompson and Don Webb. Mitch Mitchum is the liaison between the Trolley Board of Directors and the Operations Committee and spearheaded the volunteer's work activities. **Donna Thompson photographed and documented the restoration process. Donna Langdon reprinted old, damaged photographs and compiled older albums into these.**

January – February

Time for Maintenance

Check and repair inside and outer side of car.

Check the tracks with the speeders.

Repair the rails that need it.

Clear the rails of weeds and debris

Many of the Volunteer Restorers, Motormen and Conductors gather around following our End of Summer Waterfront Picnic.

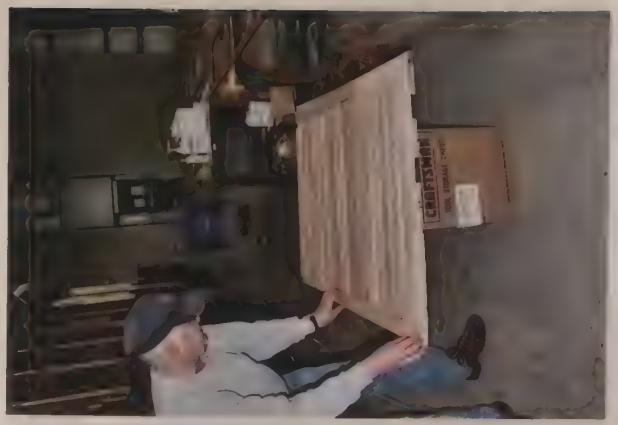
Russ Thompson polishing brass window frame

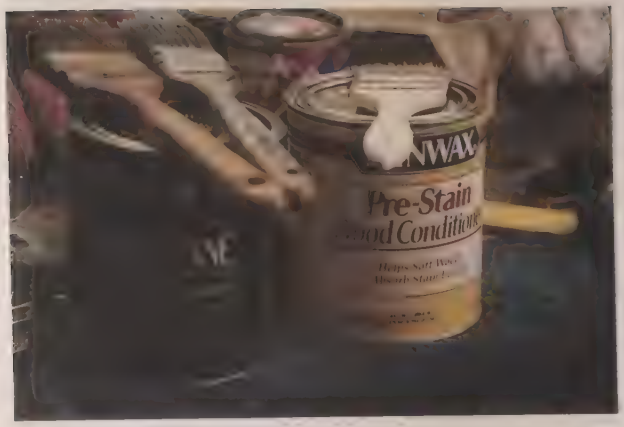
February 2006 Windows removed, dry rot visible

Ken Lockett holding premade form, made by Kevin Palo, to rout out dry rot

Kevin placing form on vertical post, note dry rot above form

Ken and Kevin positioning form

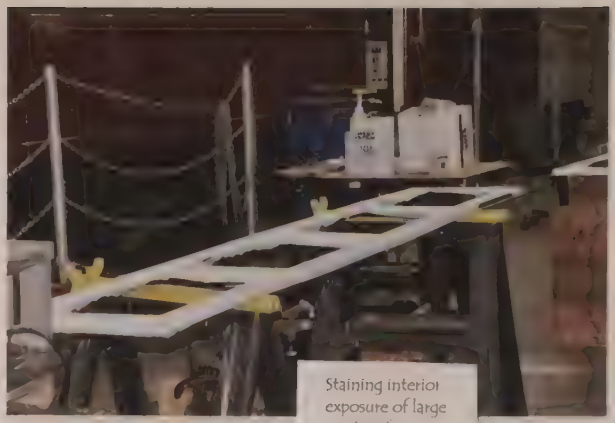




Large windows brass polished, ready to be installed

Carlton applying finish

Applying exterior under coat



Staining interior exposure of large window frames

Kevin preparing to rout small window frame to fit upright posts

Kevin routing small window frames

Drilling holes to attach window frames to trolley

Gene

Testing first window frame it fit!

Ken preparing trim

Loran reinstating interior woodwork

Carl and Gene inspecting Lorin's work

Kevin checking fit

Trimming to fit

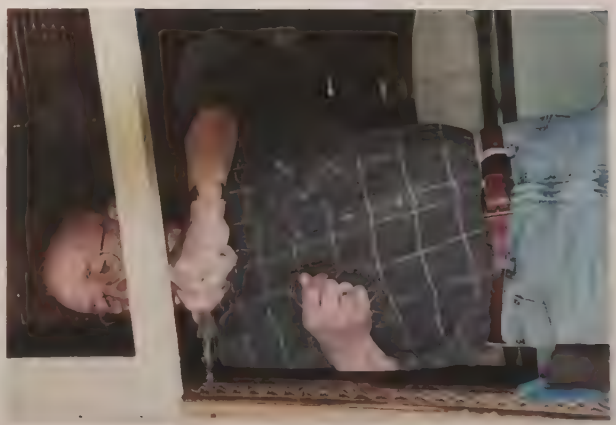
Starting the north side

Drilling holes

Trimming to fit

Trim work

North side done

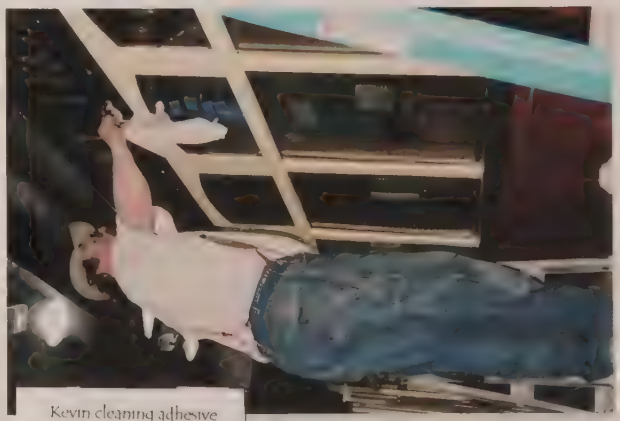


Bob Carson drilling holes for interior woodwork

Applying exterior yellow paint

Don Webb replacing seat screws

Hanging drip rails

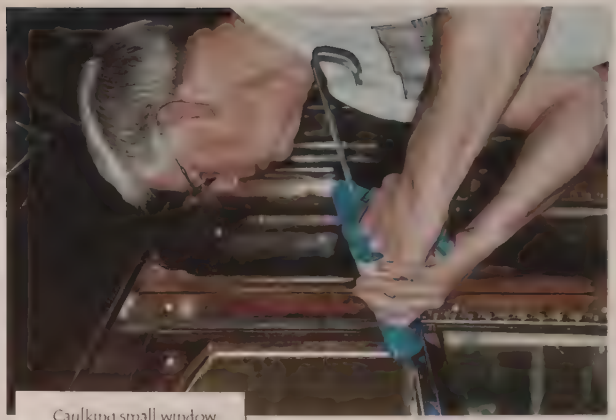


Kevin cleaning adhesive

Interior with windows installed

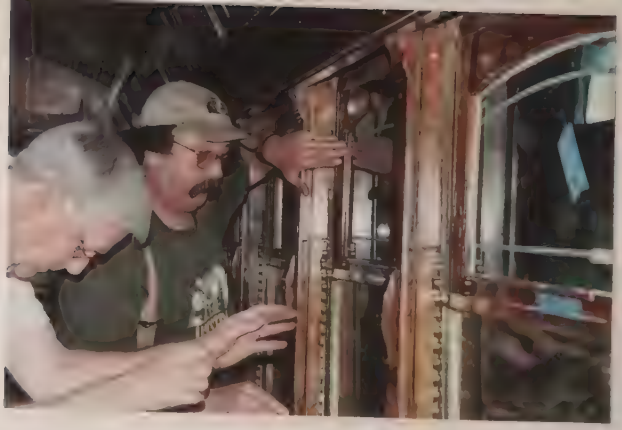
Window washing

Trolley men and women gather for picnic at Fishermen's Memorial

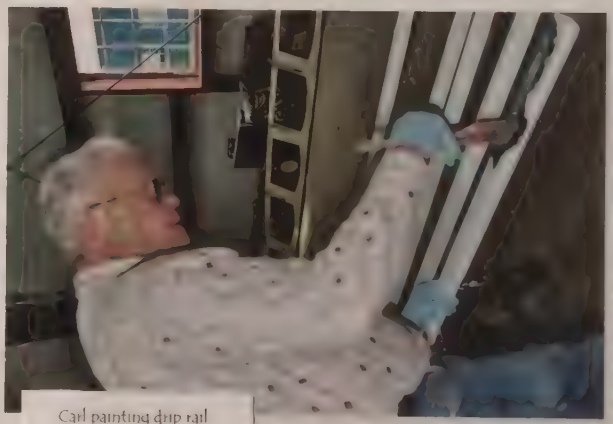


Caulking small window frames

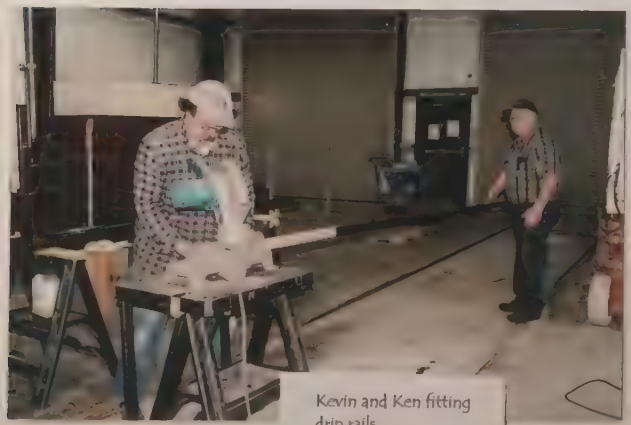
Ken drilling holes in trim



Installing interior trim around small windows



Carl painting drip rail



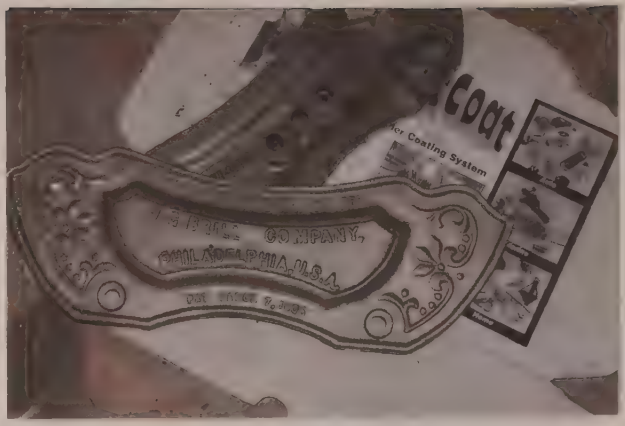
Kevin and Ken fitting drip rails

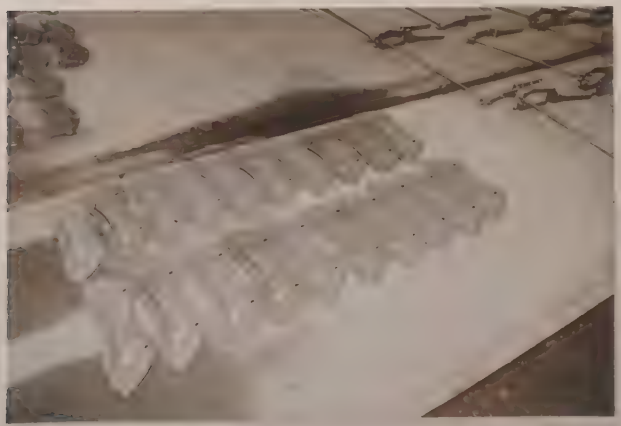
John cleaning glass

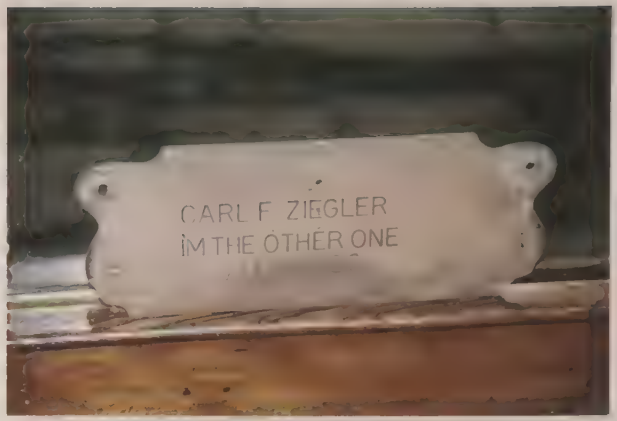
Old trim pieces not used

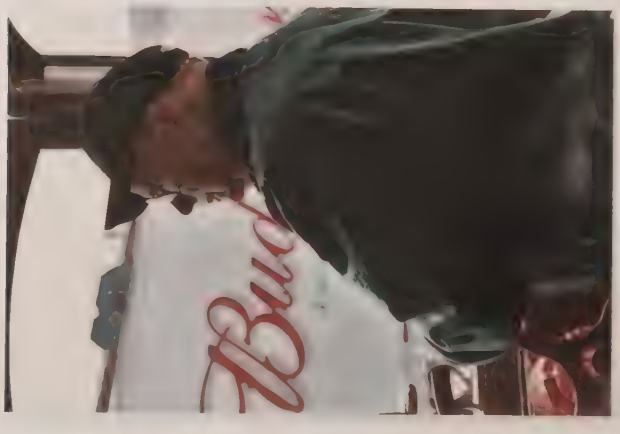
Large windows reinstalled

Small windows installed -- only six had to be replaced


coat
Coating System
COMPANY,
PHILADELPHIA, U.S.A.




CARL F ZIEGLER
IM THE OTHER ONE



ASTORIA RIVERFRONT TROLLEY

ASTORIA

Back on the track

2008

OLD 300
ASTORIA
1913
2013
100 YEARS
ASTORIA RIVERFRONT TROLLEY

Saturday June 29th from 3-7 at the Barbey Maritime Center (old train depot)

The whole town is invited to the Astoria Riverfront Trolley's 100th birthday party!

Live Music by the Brownsmead Flats

Clowning by the Astoria Clowns

Free Pasta Dinner

"Trolley Guy Ale" poured by Rogue Ales

(*All beer proceeds donated to the Trolley*)

Speeder Rides and Bounce House for the kid

Raffle Prizes and Silent Auction

Historic Photo Display

Come join the fun!

Astoria Trolley marks half a million riders

Clang, clang, clang went the trolley.

Ding, ding, ding went the bell.

By CHELSEA GORROW
The Daily Astorian

It may have started out as an ordinary day for Longus WhiteWater of Salem, visiting Astoria for a doctor's appointment Sunday afternoon.

But when WhiteWater boarded the trolley outside of the Columbia River Maritime Museum, her day became extraordinary, as she was surprised by members of the Astoria City Council and presented with gifts.

Why? Because WhiteWater was the 500,000th rider of the Astoria Riverfront Trolley in its 14 years of service.

Louise is either the most composed person in the world or she was in shock," Mayor Willis Van Dusen recalled with a laugh. But on a serious note he added, "A half a million riders ... think about that."

The council presented WhiteWater with a pewter plate of the city, while the trolley association presented her with pins, a T-shirt and a hat. She also received a gift certificate for Northwest Wild Products.

The woman smiled politely and thanked them for the gifts. She then took her seat, her second time on the trolley.

"I said, 'You have to admit Astoria is more fun than Salem,'" Van Dusen said. "She said, 'It sure is!' It was quite an event."

History

At $1 per boarding or $2 to ride all day, the city has more than paid for its investment of the American Car Company streetcar built in St. Louis in 1913 — 100 years ago. The trolley — called the Old 300 — was acquired by the city in 1999 and restored. It had previously served the city of San Antonio, Texas, but was decommissioned in 1933, when streetcar service ended.

The trolley was given to the Witte Museum in 1933, but was left outside with little maintenance until 1948, according to the www.Old300.org website.

It was eventually put in an outdoor display until 1980, "by which time it had a rather terminal case of rot," the website's history states.

A few years later, Old 300 was restored with the help of a 311 streetcar that served as a woman's residence until 1978 when she entered a nest home. That woman donated her home for the restoration, and although still the property of the San Antonio Museum Association, it was brought to the Northwest and was put to use on the Willamette Shore Trolley Line from Portland to Lake Oswego.

It has since served several communities and undergone a few restoration projects, and in the late 1990s, it was leased for five years to the city of Astoria for $1 per year. It has been restored in Astoria to the tune of more than $20,000 and continues to be cared for and driven by trolley volunteers.

Attraction

The Trolley continues to be one of the top attractions in the city of Astoria for visitors. Just this year the Rogue debuted the Trolley Guy Ale, featuring Trolley volunteer Ken Lockett on the label.

"I think it's probably one of the No. 1 attractions in Astoria right at the moment," Lockett said. "It's been so well accepted, people come here purposely just to ride the darn thing."

Lockett learned to drive the trolley when the city first acquired it. He's played roles of both conductor and motorman.

"The conductor's job is to narrate the riverfront," Lockett said. "The motorman does nothing but operate the trolley. The conductor loads and unloads the passengers. I've done both.

"I think it's really thrilling that that many people added up to that much traffic on there."

WhiteWater rode the whole length of the trolley and said she liked hearing the tour information.

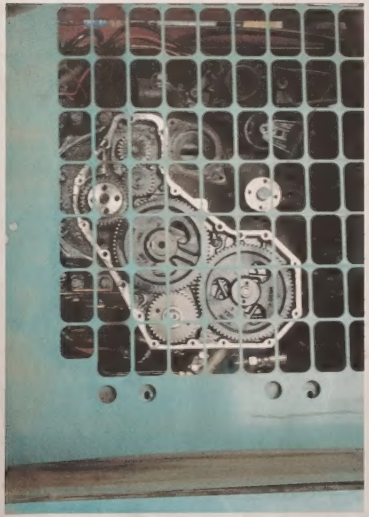
ALEX PAJUNAS — The Daily Astorian

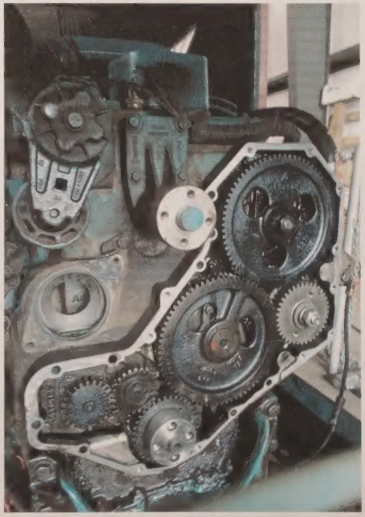
Louise WhiteWater, of Salem, center, receives a variety of surprise gifts from Certified Motorman Russ Thompson, right, and Astoria Mayor Willis Van Dusen, left, after being declared the 500,000 passenger on the Astoria Riverfront Trolley Sunday. WhiteWater hopped on the trolley with Amber Marsee, second from left, of Salem, outside of the Columbia River Maritime Museum and was surprised to be greeted by the Astoria City Council and the sound of noisemakers from other passengers on board. It was her second time riding the trolley, which has been a popular Astoria attraction since its arrival in 1999.

LEFT: The Astoria Riverfront Trolley, called the Old 300, was built in St. Louis in 1913 and carried passengers around San Antonio, Texas until 1933 when streetcar service ended.

ALEX PAJUNAS
The Daily Astorian

OUR DESIGNATED 15,000th RIDER
JACKIE WILSON, SALEM,OR
AUGUST 23, 1999





STYLE NO. MP-46

0 23602 04205 6

PIONEER PHOTO ALBUMS, INC.®

9801 Deering Ave., Chatsworth, CA 91311 ©2011

pioneer@pioneerphotoalbums.com Made in China

Use Refill No.46-MP